

CLASSIFICATION SECRET		REFORM			
COUNTRY	East Germany		REPORT		25X1
TOPIC	Neuruppin Airfield				
EVALUATION		PLACE OBTAINED			25X1
DATE OF CONTENT					25X1
DATE OBTAINED				DATE PREPARED 24 June 1955	25X1
REFERENCES					
PAGES	2 ENCLOSURES (NO. & TYPE)				
REMARKS					
This is UNEVALUATED Information					

1. Aircraft assembly

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At about 0700 on 25 April 1955, about 18 flatcars were observed on the spur track of Neuruppin airfield. Approximately 11 of these were each loaded with an aircraft crate that had a flat saddle type roof. Each crate was about 6 meters long, 2.5 meters high and 2 meters wide. No superstructures were noted. On a few crates was a slightly projected wooden fairing. This fairing was located near the middle on one end of the crate. All aircraft crates appeared to have been used several times before. The other 7 flatcars were loaded with crates with a vaulted roof, similar to that of a furniture van. Approximately 80 to 100 soldiers all of whom were wearing coveralls were seen standing around in small groups at the site of the former southeastern hangar north of the spur track. More than 50 percent of these soldiers apparently wore new fatigue uniforms and visor caps, while the other soldiers wore old and dirty fatigue uniforms. The latter soldiers unloaded the aircraft crates from the flatcars shortly after 0700. They removed the sideracks and sidewalls of the cars. Then a multi-axle vehicle, which was as high as the car, moved to side of the car and the aircraft crate was apparently transferred on rollers on to the vehicle. Subsequently, the vehicle was towed by a caterpillar tractor to the dispersal area north of the former southeastern hangar. There, the aircraft crate was lifted by a hoisting gear on a heavy 3-axle truck and placed on the ground. Immediately afterwards, some soldiers began to open the crate and the front and rear portions of the fuselage were pulled out. The rear portion of the fuselage was apparently without a fixed tail surface. It was noticed that a group of soldiers with clean fatigue uniforms attended the unloading of a specific crate and later did the assembly of the aircraft. Each group of soldiers numbered 6 to 8 men.

At about 1300, the 18 flatcars were unloaded and at about 1400, the empty cars were shunted to the airfield. After about 10 minutes, another 11 flatcars each loaded with an aircraft crate arrived. Unloading work continued until after 1830. It was noted that at least 6 aircraft were assembled at the same time. No details could be observed. It appeared that assembly work was done rather quickly and without interruptions.

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On 26 and 27 April, beginning at 0700, unloading work continued on the

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dispersal area north of the former southeastern hangar. At least 5 aircraft were simultaneously assembled on both days. When an aircraft was assembled, it was towed by a truck toward the flight control building or toward the large hangar. ¹

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2. AA

At about 1900 on 13 May, 10 trucks passed through the gate of the airfield proceeding toward Gentzrode. Eight of the trucks towed a 85-mm AA gun. About 15 soldiers with field pack were on each vehicle.

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1. Comment. It appears that a total of 29 aircraft crates arrived and that assembly of the aircraft began immediately after they had been removed from the crates. Similar activity was also noted at Justerbog airfield. Also of significance was the simultaneous assembly of 5 or 6 aircraft. The aircraft observed are reported for the first time.

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2. Comment. Similar to other airfields, medium AA guns were observed at Neuruppin airfield. on Grossenhain airfield on Merseburg airfield.

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